

GRAND PRIZE PARIS 1906
The Highest Possible Award

**Joseph
Gillott's
PENS**

Of Highest Quality, and
Durability, and
CHEAPEST

The only Awarded since 1883

PRICE: \$3.00 Per Month

(Continued)

RUSSIA'S NEW 'FROST'.

From St. Petersburg a grimly humorous story is reported.

A Moscow journal submitted an article to the censor announcing the fall of Port Arthur, but the article was so altered that the words 'capitulation' or 'fall' of Port Arthur were substituted by the word 'frost'. In the paper next day the following appeared:

'The mighty event of the day, which will plunge millions of men into deepest grief, is the—frost.'

'All Russia will go into mourning, not the official mourning, which we hate, but the sorrow of injured national pride, on account of the terrible—frost.'

'Japan will rejoice about the—frost, and she is fully justified to be proud of her success.'

KING SOLOMON TOOK ALL THE GOLD.

Ancient Gold Leavings.

Mr. Garthwaite, the resident engineer of the British South Africa Company, who it was mentioned was about to visit the alluvial discoveries in the Victoria district of Mashonaland, supposed to be portion of King Solomon's Mines, has cabled to the directors (says Reuters) that the ground is patchy, and that from the indications he is of opinion that the gold is shed gold.

He thinks it probable that the ancients have taken the best. He states that the value of the ground worked by the discoverer Gubbard has been maintained.

Mr. Garthwaite spent three days on the fields seeking the work of his assistants, but says that it would be impossible for him to prove the areas worked outside what has been done by the prospectors without spending several months.

ACTRESS'S ROMANCE.

Will Claim £40,000 for her Being Expelled from Home.

A telegram from Paris, dated January 12, says: 'A case of more than usual interest to the English and American residents in Paris was begun this afternoon at the First Civil Chamber.'

Maitre Labori, the eloquent defender of Dreyfus, appeared on behalf of Mrs. Carrie Gardner in her action to prove the validity of her union with Mr. Frank Gardner, the well-known financier, in San Francisco in 1898.

'The parties lived together as man and wife for 15 years, when a Frenchwoman named Mme. Legay alienated Mr. Gardner's affections from his wife, who was expelled from her home in the Avenue du Bois de Boulogne, luxurious apartments rented at £800 a year.'

'Should the Court refuse to recognise the validity of Mrs. Gardner's marriage, she will claim £40,000 damages, or a monthly allowance of £200 and composition.'

'Before marriage the plaintiff was well known on the stage as Miss Carrie Swain, and Mr. Gardner acted as her manager.'

CLARK'S B-41 PILLS are warranted to cure in either sex, all acquired or constitutional, Discharges from the Urinary Organs, Gleet and Pains in the back, Stiffness from Mucous, Etc., distal mucus of 30 years. Sold by all Chemists and Patent Medicine Vendors throughout the World. Proprietors, THE LINDSAY and GEDDIS, 50, QUEEN'S ROAD CENTRAL, LONDON, E.C.2.

STHAM TO CANTON.

THE new Twin Screw Steel Steamer, **XWONG CHOW**, 1,200 tons, Capt. J. P. MARTIN, **KWONG TUNG**, 1,200 tons, Capt. H. W. WALKER, Leave HONGKONG for CANTON at 9 Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 5.30 o'clock Every Evening (Sunday excepted).

These fine new Steamers have unequalled accommodation for First Class Passengers and are lit throughout by Electricity. Passage Fare—Single Journey, £4.00. Meals, £1.00. (Total £5.00 each). The Company's Wharf is a short distance West of the Harbour Master's Office.

SHU ON S.S. CO., LTD., YUEN ON S.S. CO., LTD., No. 5, QUEEN'S ROAD WEST, Hongkong, November 3, 1904.

Bangkok Times.

THE LEADING NEWSPAPER IN SIAM

And widely circulated in Malaya, Cochin China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (20 pp.) Subscription, DAILY (postage extra), 10 cents a year. WEEKLY, including postage, 22 p.a. Advertising RATES: For inch (3 lines), 10 cents; one insertion 10 cents; 2 insertions 15 cents; 3 insertions 20 cents; 4 insertions 25 cents; 5 insertions 30 cents; 6 insertions 35 cents; 7 insertions 40 cents; 8 insertions 45 cents; 9 insertions 50 cents; 10 insertions 55 cents; 11 insertions 60 cents; 12 insertions 65 cents; 13 insertions 70 cents; 14 insertions 75 cents; 15 insertions 80 cents; 16 insertions 85 cents; 17 insertions 90 cents; 18 insertions 95 cents; 19 insertions 100 cents; 20 insertions 105 cents; 21 insertions 110 cents; 22 insertions 115 cents; 23 insertions 120 cents; 24 insertions 125 cents; 25 insertions 130 cents; 26 insertions 135 cents; 27 insertions 140 cents; 28 insertions 145 cents; 29 insertions 150 cents; 30 insertions 155 cents; 31 insertions 160 cents; 32 insertions 165 cents; 33 insertions 170 cents; 34 insertions 175 cents; 35 insertions 180 cents; 36 insertions 185 cents; 37 insertions 190 cents; 38 insertions 195 cents; 39 insertions 200 cents; 40 insertions 205 cents; 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TANSAN

NATURAL MINERAL WATER
BOTTLED AT THE SPRINGS
AT TAKARADZKA

J. CLIFFORD-WILKINSON,
KOBE, JAPAN.

Per Case of 48 Bottles..... \$8.00
Per Case of 100 Bottles..... \$8.00
An invigorating Sparkling Tonic Table Water either taken by itself or mixed with Wines, Spirits, Stout or Milk, invigorating in digestion and doleful so common throughout the East.

Its curative properties in Gout, Dyspepsia, Rheumatism, Anemia can be testified to by cases that have derived great benefit by its use from time to time.

'NIWO'

A NATURAL
MEDICINAL WATER.

BOTTLED AT THE SPRINGS
AT TAKARADZKA, BY
J. C. W.

This Water, besides being aperient, contains a large proportion of Ferruginous Salts, which property commends its use before any other Mineral water.

FOR CONSTIPATION. Take a tumbler hot half-an-hour before rising.

FOR GOUT. Take half a tumbler full half-an-hour after meals and before retiring.

FOR HEARTBURN, OR FLATULENCE. Take half a tumbler.

FOR AN UNHEALTHY COMPLEXION. Take a tumbler full before rising and retiring.

8.00 a case of 48 Quarts.
2.00 a Dozen Bottles.

H. PRICE & CO.,

12, QUEEN'S ROAD,
SOLE AGENTS FOR HONGKONG.
Hongkong, January 3, 1905.

WM. POWELL,
LIMITED.

ALEXANDRA
BUILDINGS.

Now on Show
Breakfast

Tea and
Dinner
Services.

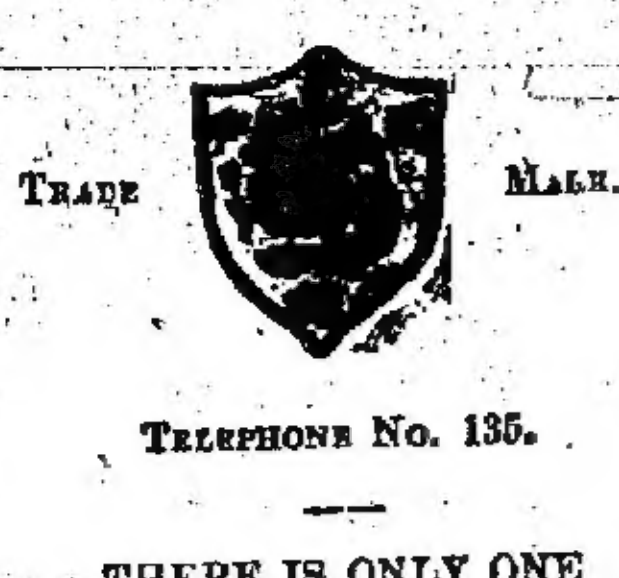
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Large Selection of
TEAPOTS,
JUGS,
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PLATES, etc.

ALSO
A VARIED ASSORTMENT OF
Wine Glasses,
Tumblers, and
Fancy Glass
Flower Vases.

MODERATE PRICES.

WILLIAM POWELL,
LIMITED, HONGKONG.



Telephone No. 135.

THERE IS ONLY ONE

CLUB
WHISKY

in this Colony that has stood
the test of years. It is

\$14.00

PER DOZEN,

and is Sold and Owned by

H. PRICE & CO.,

12, Queen's Road Central.

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MEMOS. FOR MONDAY.

Tender Closed.

11 a.m.—Government Bills received by
Chief Paymaster, Army Pay Department.

Amusements.

9 p.m.—Concert in City Hall.

Miscellaneous.

Goods per *Marys Bay* undelivered
after this date subject to rent.

General Memoranda.

WEDNESDAY, April 5.—

Transfer Books of The Hongkong Rope
Manufacturing Co., Ltd. Close from
this date to 31st April inclusive.

Register of Shares & Transfer Books of
Wm. Powell, Ltd., close from this date
to 10th April inclusive.

Goods per *Pava* not cleared at 4 p.m.
on this date subject to rent.

THURSDAY, April 6.—

2.30 p.m.—Auction of Japanese Curios,
etc., at Mr. Geo. P. Lammert's Sales
Rooms.

FRIDAY, April 7.—

9 p.m.—Performance by Hongkong
Amateur Dramatic Club in City Hall.

SATURDAY, April 8.—

Noon—Meeting of National Bank of
China, Ltd., at the Bank Premises.

11 a.m.—Meeting of The Hongkong
Rope Manufacturing Co., Ltd., at Co.'s
Office.

TUESDAY, April 11.—

4.30 p.m.—Meeting of The Yangtze In-
surance Association, Ltd., at Head
Office.

WINE & SPIRIT MERCHANTS.

WATSON'S

E

A. S. WATSON
& Co., Ltd.

ESTABLISHED A.D. 1841.

OF

GREAT AGE,

MATURE,

MELLOW

and FINE

FLAVOUR.

Per Doz.....\$16.50.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.

All business communications for this
office should be addressed to THE MANA-
GER.

Communications intended for publication
should be addressed to THE EDITOR, and
not to any person by name.

We cannot undertake to return rejected
communications.

Any communication not accompanied
by the signature of the writer will be
rejected without consideration.

All communications must be legibly
written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, SATURDAY, APRIL 1, 1905.

THE COOLIE TRAFFIC.

The retirement of Mr W. Cowan, the
Transvaal Emigration Agent in Hong-
kong, early this month, is practically
an acknowledgment that the scheme
of coolie emigration, as far as the
South of China is concerned, at any
rate, has failed. When the idea of
shipping coolies to the mines was first
 mooted the prospects were bright,
indeed, and without much more than
a very superficial investigation as to
the probable attitude of the Viceroy,
thousands of dollars were expended in
erecting buildings at Lai-chikok with
the laudable intention of making
Hongkong the headquarters of the
emigration staff. Unfortunately the
promoters of the scheme reckoned
without the Viceroy. At the very
outset he showed signs of blocking the
flow of emigrants because he realised
that certain squeeze was being lost to
him owing to the establishment of the
receiving depot at Hongkong instead
of at a treaty port as stipulated in the
ordinance passed to legalise the in-
troduction of coolies into the Transvaal.
It was imagined that this difficulty
had been surmounted, however; the
fleet of steamers was enlarged, and
extensive preparations made to get
the coolies away. But after the
first more or less willing response
on the part of the coolies there
became noticeable a widespread and
manifest reluctance to sign the
stipulations and proceed to the
Eldorado of the South. The officials
of Kwangtung and Kwangsi, though
acquiescing at the outset, never accorded
a very warm welcome to the proposal
that their able-bodied subjects should
emigrate in this way, though they
would have been pleased to rid the
country of many no-*do-wells* who
had been factors for evil rather than
for good. Many such men were
discovered in the initial batches that
came to Hongkong but they were
discarded, and the Viceroy did not forget
the rebuff. Kwangsi, however, has
never furnished a large number of
candidates for work in the mines, for
the people in that mountainous pro-
vince are ignorant and suspicious, and
on the other hand the officials are very
reluctant that the province should be
depopulated of its farmers and work-
ing men, of whom, if reports be reli-
able, there are even too few to manage
the rice-farming, on the success of
which the masses of the people rely
for their subsistence. What, how-
ever, has perhaps done more
than anything to blight the prospects
of those who hoped that large numbers
of working men would offer themselves
from the villages of Kwangtung, is the
fact that rumours have been largely
spread that the climate in South
Africa, or the work, or both, are un-
healthy. Towards the end of last
year a batch of coolies who had con-
tracted beri-beri was transhipped back
to Kwangtung, and this fact, with the
inevitable exaggerations, was trumpeted
throughout the east and west of the
province, and immediately calmed the
enthusiasm and chilled the ardour of
those who were debating whether they
should offer themselves—or not.
Chinese newspapers are read through-
out the province, and find their way
into the most interior towns and may
be discovered in the most unexpected
places. By means of these the people
everywhere learn the facts, and are
awed by their exaggeration, to such
an extent that they become terrified
at a place represented as being so
deadly. It may be safely assumed
that whatever the officials did to pre-
vent emigration the coolies themselves
have been deterred from embarking by
the return of the sick and disappointed
invalids, and when a class of Chinese

decides that anything is but a long
array of convincing facts must be
added if that firmly rooted impres-
sion is to be removed.

SIGNS OF PROGRESS.

It is always a refreshing and encour-
aging sign when those in charge of
the aids to civilisation undertake
expansion, and the move in this
direction promoted by the progressive
manager of the China and Japan
Telephone Company may be greeted as
distinct evidence of prosperity in the
Colony. The extension of the service to
Kowloon—which has hitherto been
practically out of the world so far as
immediate communication is concerned
—is a step which not only indicates the
prosperity of the corporation but also
draws attention to the coming impor-
tance of the peninsula. With the years
the population will surely spread into
the trans-marine suburb and with the
continued settlement of families will
come the erection of shops and other
concomitants of commerce—even if not
the railway. Already the telephone is
badly needed and to meet the existing
demand as well as anticipate that which
the future is certain to create the com-
pany has decided to erect an exchange
at Kowloon and connect the people
there with the island. In addition to
that, great improvements are to be made
in the Hongkong exchange. So far as
the rates are concerned they are about
as reasonable as can be allowed, when
the heavy cost of maintenance is con-
sidered. The great destruction wrought
by typhoons is responsible for heavy
annual expenditure, but despite this
the charges compare favourably with
those made in the provincial centres in
Great Britain, and are below those
charged in large American and Euro-
pean cities. The advent of the tram-
ways has been a strong argument for
reconstruction, as the only way that
the annoying humming noise of the
motors can be got rid of is to give
every subscriber two wires instead of
one, or, in technical terms a metallic
circuit instead of an earth circuit. The
reconstruction of the entire system will
involve an outlay of £10,000, and the
work, which has already been commenc-
ed, will probably take about eighteen
months to complete. An entirely new
exchange is to be built on latest lines,
and in the central portion of the city
the wires are to be carried underground
in large lead-covered cables containing
from 52 to 408 wires. The cables will
be drawn into pipes of a highly insu-
lating material and in this way any dam-
age by electrolysis caused by the returning
current will be avoided. At certain
central points the cable will be
brought to the surface and distributed
to the various subscribers. In the more
outlying districts, including the Peak,
the lead cables will be covered with five
layers of band steel tape and will then
be laid directly in the ground. Some
idea of the magnitude of this work is
given by the following figures:—In the
lead cables 785 miles of copper wire will
be used, in the armoured cables 1023
miles, and in the submarine cables 34
miles. In the man-holes and joint
boxes below the roads 50,000 joints
will have to be made, and in most sub-
scribers' premises the wiring will have
to be entirely renewed and considerable
alterations made to the instruments as
it is intended to gradually change the
present system of calling and ringing
off to one of an automatic character.
This renovation will give an idea of the
work and cost of running a telephone
system, and when it is concluded Hong-
kong should be in possession of a ser-
vice equal to any elsewhere established.
The improvements are badly needed,
and Mr W. L. Carter, the Manager of
the Company, is to be congratulated
upon the energy he has displayed in
endeavouring to keep pace with the
times.

LOCAL AND COAST NEWS.

The German Mail of the 1st March
was delivered in London on the 30th
March.

The rates for sterling postal notes are
published in the current issue of the *Govern-
ment Gazette*.

Mr H. W. Slade has been appointed a
member of the Medical Board and of the
Governing Body of Queen's College, vice
Mr E. A. Hewitt.

Telegrams From Europe.

Owing to the interruption of the lines
between Suez and Alexandria telegrams to
and from Europe are heavily delayed.

Hongkong Christian Union.

The usual prayer meeting will be held
on Monday afternoon at 5.15 in the Lecture
room of the European Y.M.C.A., Alexandra
Buildings, and will be conducted by the
Rev. W. J. Southam.

The Gymkhana Club.

The Hongkong Gymkhana Club will
hold its first meeting this season at Happy
Valley, on April 1st, commencing at 3
p.m. (weather permitting). The programme
of events is being arranged and will be
advertised at an early date.

Chinese Recreation Ground.

At the end of the year 1904 the balance
standing to the credit of the Chinese Re-
creation Ground was \$3,576.61, as against
\$4,519.75 for 1905. Disbursements for
the year totalled \$571.21, and receipts
\$1,328.07.

Births, Marriages and Deaths.

The 1904 Marriages, 1275 Births,
and 230 Deaths in 1904. The birth rate
was 3.30 per 1000, and the death rate 16.94,
but the birth rate is necessarily inaccurate
owing to the number of Chinese children
which are not registered.

Population of Hongkong.

According to the annual report issued
by the Registrar General the population
of Hongkong, including New Kowloon,
but excluding the rest of the New Terri-
tory, on June 30, 1904, was 331,206, of
whom 18,900 were British and foreign and
342,306 Chinese. The population of New
Kowloon in 1901 was 17,245 and the rest
of the New Territory 55,011.

Band Performance.

The following is the programme of
music to be performed by the band of the
2nd Royal West Kent Regiment on the
Parade Ground, on Monday next, April
3, from 5 to 8.30 p.m.:—
March..... 'The Tyronian' McKelvey
Overture..... 'Oberon' Weber
Valse..... 'The Choristers' Phelps
Selection from 'Lohengrin' Wagner
Oriental Scene, 'A Dervish Chorus' Schenk
Selection of..... 'Irish Melodies' F. Godfrey
GOD SAVE THE KING.

A 'Ship' in Court.

An interesting exhibit was produced
in a case, at the Magistrate's, this morning.
This consisted of a model of a steamer
executed in black canvas with masts, fun-
nels, rigging etc., all intact and laden with
preserved olives and other dainties. The
owner was a hawkier who had recently
arrived from Foreign ports prepared to dis-
pose of the whole of his valuable cargo, and
with that object had set up business in
Hongkong. Being unacquainted with our
laws he soon transgressed and hence his ap-
pearance before the Court. A small fine,
with the alternative of a term of unremunerative Government employment,
resulted.

A Shipwrecked Chinaman.

The West Point police found a Chinaman
in the Berlin Foundling House on
Thursday evening, who turned out to have
had an adventure at sea. He was at first
suspected of having been on the premises
for an unlawful purpose but on being
questioned it was found that he was from
the *Nach* and had been shipwrecked.
Early in the month he set out from Kau-
ichau and when about 18 miles off Swatow
the junk became water-logged. He was
discovered and rescued by a fishing junk
and then handed over to a trading junk
on which he arrived in Hongkong, on
March 22. Here he had no friends and was
unable to make himself understood as he
could find no one that could speak his
dialect and had been sleeping in the open
until found by the police. He was handed
over to the Protector of Chinese who will
probably arrange for his return to Amoy,
where he expressed a desire to be sent.

STEARNS' HEADACHE CURE.

Can be obtained from all dispensaries
(quickly by post). Gives instant relief.
Avoid imitations. Keep the Genuine
hand.

A TIMELY SUGGESTION.

This is the season of the year when the
prudent and careful housewife replenishes her
supply of Chamberlain's Cough Remedy.
It is certain to be needed before the winter
is over, and results are much more prompt
and satisfactory when it is kept at hand
and given as soon as the cold is contracted
and before it has become settled in the
system. In almost every instance a severe
cough may be warded off by taking this
cure freely as soon as the first indication
of the cold appears. There is no danger in
giving it to children for it contains no harm-
ful ingredients. It is pleasant to take—both
adults and children like it. Buy it and you
will get the best. It always cures. Sold by
all Dealers. WATSON & CO., Ltd., General
Agents.

RHEUMATISM is cured by Chamberlain's Pain Balm.

It is the best remedy for Rheumatism,
and is sold by all Dealers. For sale by All Dealers.
WATSON & CO., Ltd., General Agents.

BY TELEGRAPH. BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]
[SUPPLIED BY REUTER'S TELEGRAMS.]
[Received on March 31 at 5.55 p.m.]

THE KAISER'S TOUR.

INSPECTION OF GIBRALTAR.

Governor White's Responsibility.

London, March 31.

The Rt. Hon. Mr H. O. Forster, Sec-
retary for War, in reply to a question
put by Sir G. O. T. Bartley, member
for North Islington, stated that the
Government did not propose to interfere
with the responsibility attaching to
Field Marshal Sir G. S. White, as
Governor of Gibraltar, with reference
to the facilities granted to the Kaiser
to inspect the fortress.

Interchange of Visits.

London, March 31.

An interchange of visits between
French and British squadrons at Cher-
bourg and Portsmouth is being arranged
to take place during summer.

THE JAPANESE LOAN.

Over-subscribed Heavily.

London, March 30.

The new Japanese loan is closed in London,
and has been about ten times over-subscribed.
It was also heavily over-subscribed in
New York, Chicago, Boston and other cities
in the United States.

THE MISSION TO CABUL.

The British Mission to Cabul has con-
cluded an agreement and started on its
return journey.

GERMANY AND MOROCCO.

Count von Bismarck in the Reichstag said
that Germany's policy in regard to equal-
ity of all trading nations in Morocco
had not changed, but if any attempt is
made to change the international status in
Morocco, Germany must take increased
heed that her economic interests are not
endangered, and it is for that purpose that
the Government intended to enter into
communication with the Sultan forthwith.

French Press Irritated.

LATER.

The French press is irritated at the
distinct unfriendliness of Count von
Bismarck's speech, and refer with satisfaction
to the Anglo-French entente which Ger-
many's interposition in Morocco has tended
to strengthen.

LATER.

In spite of semi-official denials, there
is every reason to believe that Count
Lamsdorf has intimated to several friendly
quarters, the conditions of peace which
Russia is prepared to entertain. There
will probably be much informal diplomatic
discussion at the different Chancelleries
concerned before anything resembling nego-
tiation occurs.

Mails for the Fleet.

The steamer "Purpos" (Jardine,
Matheson and Co. agents) arrived in port
yesterday afternoon with mails for the
ships of the China Fleet, transhipped from
the same company's steamer "Tartar."

The Westminster Concert Party.

Mr Edward Brancumb's Westminster
Glee and Concert Party, whose first concert
in the City Hall earned so many plaudits
from those who attended it, will give the
first of three concerts to be held in the City
Hall on Monday next. No lover of good
singing should miss the opportunity of hear-
ing the members of the party, as it is rarely
that such talented singers are able to pay
Hongkong a visit. The second concert will
be given on Tuesday, the 4th, and the third
on the following evening, April 5, not on
the 6th, as previously announced.

WEATHER REPORT.

The following notice is issued by Mr
Figg of the Hongkong Observatory:—

On the 1st at 12.30 p.m. The barometer
has risen over China, and fallen in Japan.

The depression, continuing to move
Eastwards, has reached SW. Japan.

Pressure is highest over China.

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A HEAD IN A CAGE.

Decapitation of a Robber.

CANTON, March 31.
The execution ground has frequently been requisitioned lately and now again a batch of robbers has been decapitated.
One, whose name was Ching, has had a chequered career. According to reports after repeated robberies on the mainland he escaped to Hongkong. But even there he could not keep his hands from his favourite occupation. He was arrested and handed over to the provincial authorities. As he was obstinate and refused to confess, a special posthumous punishment was meted out to him, for his head was not permitted to rest with his trunk—a terrible punishment for the average Chinese, even though he be a robber—but will be exposed in a cage to deter others from embracing his profession.

CHINESE EMIGRATION.

Prevention of Abuse.

In dealing with the emigration of Chinese in his annual report the Registrar General remarks that arrangements have been made with the Protector of Chinese at Singapore for the issue of certificates to respectable Chinese who propose to travel with their families. Unhindered emigration, but emigration, freed from the abuses that common report still connects with it was of the greatest importance to this Colony and to the Straits Settlements, and the problem the Government had to solve was how to prevent and detect fraud and intimidation, without discouraging female legislation. He did not know of anything further that could be done at present to facilitate female emigration.

The abuses that exist in connection with the emigration of Chinese males was amply demonstrated in October last year, when the Registrar General and the Assistant Harbour Master boarded a.s. "Capri," and examined 200 emigrants on board. Twenty-six men were discovered who, it was supposed, had not been present at the examination at the Harbour Master's Office and a subsequent examination showed that the suspicions were correct. In 13 cases, several of whom were young boys. No charge could be laid against anyone in connection with the matter, but the Emigration-house Dy-laws are now under revision and several much needed alterations are to be made. The disclosure which came to light in the Supreme Court during last year in the charge of manslaughter preferred against three men connected with a boarding house for emigrants were quite sufficient to prove that the Emigration-house Dy-laws needed revision, and we hope to see that drastic measures will be undertaken to stamp out the iniquitous trade, that, beyond all doubt, is being carried out in our midst.

RESCUE OF WOMEN.

The Po Leung Kuk's Labours.

The annual report of the Po Leung Kuk indicates that the members of this admirable society have not shied one iota of their efforts to perform their praiseworthy labour in the rescuing of Chinese women from immoral lives. The report says:—
"Special efforts have been made during the year to prevent young (Chinese) girls from entering upon an immoral life in the Colony, and the success, though not striking, is I think, as great as could be expected. I hope, however, I may find it possible, with the co-operation of the Chinese gentleman interested in this work, to reduce the number of women sent to the Po Leung Kuk, and thus lessen the inconvenience to the women themselves and lighten the burden borne by the society."

The total number of persons admitted to the Po Leung Kuk was 678, being 150 less than in 1903, a very satisfactory decrease, as the vigilance displayed by these responsible had not relaxed. The number detained under warrant was 434 and each of these had to be examined and re-examined in order to elicit the truth. Twenty-five runaway maid-servants was admitted, most of whom complained of ill-treatment. It is very rare that any signs of ill-treatment can be discovered, but when they are the Police are informed. Hon. Mr. Brewin was of opinion that the Chinese maid-servants were aware that the protection of the government would extend to them. The remark applied to inmates of houses of ill-fame, but most of the girls felt in duty bound to serve their owners for the number of years agreed upon.

After referring to the difficulties of securing a conviction under the Women and Girls Protection Ordinance, the Registrar General states that, if public opinion supported it, an amendment in the ages of girls under which abduction and procurement are offences was advisable. At present the age limit is fixed at 16, and in England at 18 and 21. The Registrar General thinks that Cantonese girls of 16 to 20 years of age require the same protection as English girls of the same age. The desired amendment is a laudable one, and by the raising of the age limit, the number of young girls that swell the ranks of "fortunates" would, we think, be materially lessened.

Twenty non-commissioned officers and men of the British Army, serving in the Home District, have passed a satisfactory examination in chemistry, and are qualified to perform the duties of battalion chemists.

THE WOODEN WALLS.

A Visit to Nelson's "Victory."

After you have spent a few days in the Royal Dockyard at Portsmouth, examining, and marvelling at, the steel bulwarks which protect and insure the Empire in the beginning of the Twentieth Century, it will be for the good of your soul to go to the Hard, and hire a boat so that you may make reverential voyage back into the late Eighteenth and Early Nineteenth, and duly marvel, also, at the wooden ones that were its protection in the making.
Out beyond the Royal yacht, beyond grey gun-boat, torpedo depot, and cruiser—short, thick, dumpy, bulging to the water line, three masted and square rigged—awaits the Old Ship at her moorings. She is the ship that symbolises all the Navy ever was, and is, and is going to be; the ship whose deeds and achievements have set an undying standard for the slim grey-hounds and enormous masted ships swimming past her each day; the ship of a Fighting Man—Nelson's ship, the Nation's ship—the splendid, brave old "Victory." There she lies out on the grey ribbon of harbour, towering high against the low-lying Gosport shore, and swinging to the strong ebb tide which races down towards Spithead—a veritable monument to the spirit which made England, and a warning that such a spirit must never fall or flag.

Now if you come down to the Hard, and look out across the waters to where the Old Ship floats, and don't feel a certain pride, and exultation, and awe—you'd better stay ashore, for you are not good enough to go aboard the "Victory," to stand where Nelson fell, to see where he died, and to squint out along the barrels of the battered, dented cannon that saved England and but a hundred years ago. You bargain with a queer, little, old, decrepit man, who says that he is physically capable of rowing you out to the Ship, and, having fixed a price for his hire (by no means unimportant, since he has the piratical characteristics of a Suez boat-boy), you establish your feet in his crummy wherry, not at all certain that he will be "man enough" for the tide. But he is. He is a very epitome of sailor capacity. Though he totters on shore, he sits up well, and puts his back into it as he rows—winded old water-dog that he is. He is such a monkey-like caricature of an old man that it seems to you he must be incredibly ancient. You are almost inclined to believe that, if he liked, he could remember the morning when Nelson last went down the King's Steps to go aboard his flagship. It is rather fine and subtle the way the old fellow creeps up along the shore in the slack, and comes out across the facing waters in a long, curved course, towards the "Victory." He ought to know the tidal peculiarities of Portsmouth Harbor, since, as he informs you, he has been a waterman on it from boyhood. He knows every ship we pass, and the history thereof, and can recite, chronologically, long lists of Admirals who have hoisted their flags upon the "Victory," through twice as many years as one has been alive, but he has never been to sea. He is of a calling that almost might have its guild, so anciently are its traditions bound up with those of Portsmouth.

As the boat shoots down under the bluff, rounded bows of the "Victory," and swings at the foot of the ladder, it is possible to realise the immense height of her "wooden walls." Her foreboard is enormous, and the most curious and characteristic feature of her arch structure is the great "tumble home" of her sides. As she boats down, she is higher out of the water, and deeper altogether, than any modern battleship or cruiser. This reads curiously, but its truth was not long ago proved, somewhat to the astonishment of the Dockyard people, when she was accidentally rammed by an armored cruiser. She made water very rapidly, and was in danger of sinking at her moorings. Tugs with powerful pumping appliances were immediately sent alongside, but it was found that the lines of hoses with which they were equipped—and which were designed for use on the largest of the new ships—were not long enough to go up over her side and down into her lowest depths. So her cables were slipped hurriedly and she was only saved from foundering by being promptly towed ashore.

Leaving the old man to tie the boat up at the foot of the ladder, or wherever else he pleases, you go up through the wide port which leads unto the main deck, and are there welcomed by a lance corporal of Marines, whom, in a few moments, you begin to regard with bitter animosity. He is your guide, and his knowledge of history, and of the "Victory," is staggering. He is also a cockney of the most exaggerated type. Like the sort of hazy staff on this dock, at which are sold post-cards, colored pictures of Trafalgar, and "life-boats" photographs, he never would be missed by anyone visiting the Ship. But he is with you, and he is inevitable, and so you resign yourself to his parrot recital of something which he has learned by heart. At first, in England, it is a little surprising to find post-cards for sale in the doorway of Westminster Abbey, but by-and-by you become used to it, and resigned, although you never cease to wonder at the failure to realise the incongruous on the part of those responsible for it, which the presence of the ubiquitous stall in every splendid precinct implies.

First to the quarter-deck above, and here, as you stand out in front of the high poop, just opposite to the head of the ven-

ueen-way by which you have come up from the main-deck, you wait to stand still, and take your hat off, and bow low, as you gaze at the place where the great little man with the lined face was struck down 99 years and a few months ago. A simple brass plate on a raised block of wood marks the spot more eloquently than could a square yard of grandiloquent epitaph of the kind you see in St. Paul's or the Abbey. "Here Nelson fell." Could anything be better? You don't want more than that. Another word, date, description, or anything, would spoil it. Its very simplicity is its beauty. Whoever was responsible for that inscription was a man of taste, and his good deeds live after him. "Here Nelson fell." You look forward along the patched old deck, scrubbed and clean, now, and empty, and the two other guns, who are crouching in the lower deep, the decks become filled with the din and smoke of the momentous battle of October the 21st; the tall spare strain under the swelling, shot-tattered canvas; a hurrying, surging fighting crew works the lines of guns on either side; dead and wounded litter the wide deck; on all sides is the roar and smoke of conflict, and there, on the plank, by the companion-way, lies the grey-faced Admiral half-supported by the men who love him and whom he has led to this splendid finish. The gold tassels of one capulet are a little torn (you have seen it for yourself at Greenwich); the white waistcoat has been hastily opened; there is blood on the deck. When Lord Nelson was shot, and fell, it was at this spot. The man who was supporting him, his eye caught, and he saw that which was usually checked, and he exclaimed with much emphasis, "That's that—stop there!" An eminent proof that the professional soldier still survives the brilliancy of his fame of life. ("The Times," November 28, 1894.) You can then come down the stairs, and see the anxious, solicitous faces looking round from the work in hand; you see—you hear that confounded lance corporal of Marines saying in his accented fashion, "This plate marks the spot where Lord Nelson fell." The man who was struck down by a bullet fired from the bows of the Santissima Trinidad, which while ship the "Victory" was closely besieged. "E" was at once carried below, and died in the cockpit soon after. He shall show you the "curious" matter. Oh, grey-faced, wooden-headed, blue-eyed jumper, and with stolid eyes on the probable subsequent fight, hideously insistent upon affording one all the store of information possible—would that a bolt from on high would strike you down also, and free those who come hither afterwards from the insufferable "jabber-jabber" which I endure today!

Aft, under the poop, is housed the barge in which Nelson's body was conveyed from Greenwich to London for the funeral, and final interment in St. Paul's. It is painted white, with a red streak across the stern, and is a finely finished boat of an old, blunt-nosed build, and has had very little use in its long life, other than on that one great occasion. We descend to the main deck again, past the elegant little brass plate, and down the steep companion-way. In the same monotonous voice the lance corporal tells you the venerable story of the "Old Lady." "There was a hold lady down aboard once on 'she' she 'th' plate on the deck." "Here Nelson fell"—so she tells you, "that way an 'accident'." "Well, you are greatly amused, since everyone in Portsmouth whom you have spoken to about the Victory has told you that same story."

Part of the main-deck contains a museum of Nelson and Trafalgar relics, and is interesting, but, because of the guide, to be glanced at hastily and fled from. Part also contains the lamentable postcard and fancy stall. Aft is the washroom, and behind that the captain's cabin. The Admiral's is in the poop. Into none of these may you enter, and the guide, used now-a-days for court-martials. For many years the Victory was the flagship at Portsmouth, but for a while the Commander-in-Chief caused to hoist his flag on her. Within the last few weeks, however, an Admiralty order has been issued, which will mean that the old ship will be used now-a-days for court-martials. The twelve decks of the old ship are extraordinarily low and dark; a six-foot man cannot walk erect in them, but must continually dodge and duck to avoid the massive beams. In the companion-way, which instantly calls to mind Mr. Midshipman Easy—it is difficult to realise how anyone ever did anything else than sit on a chest. But it is, on the whole, a more easy and comfortable gunroom than you will find on many modern ships. What strikes one most as to the general structure of the Victory is the very obvious enormous strength of it. The great beams which support her decks are nearer 18 inches than 12 in. in thickness. The ribs of the ship are nearly as massive. Where there are open ports it is possible to realise the thickness of her sides. Such ships as the well-named "wooden walls" of England. Many a modern wall is not half so thick as the Victory's sides. Although she is nearly 130 years old, she is still as sound as a bell, though, of course, she has been greatly patched up from time to time. The only deck planking which actually saw Trafalgar is the orlop, and it has been extensively repaired in many places. But the frame of the ship is the same. After the collision which has been mentioned above it was necessary to put her into dry dock, and it was found that the old structure of her skeleton was as sound and staunch as she were the day she was launched. They built to last in those days.

We go down into the cockpit. It is a gloomy, low-roofed place, far below the waterline, stuffy, dark, and crisscrossed above the gruesome sunken table amidships, and behind the butt of the main-mast, hangs a dim-horn lantern, for which there were no amputations, for which there were no amputations. We are delicate in these days, and need tiled walls and anti-septic arrangements of divers sorts, but many a leg was sawn off on this old table at Trafalgar. They sawed the stump up, and clipped it in two—but these are details.

There is a little space at the side of the deck, below the level of the mainmast, which has been roped off. On the deck, between the whitewashed beams, lies a laurel wreath. On the curving side of the ship is another inscription, terse and simply beautiful, as the one on the quarter-deck. What is to be said here? What words may a man speak in such a shrine as this? How may he labor in, raise the reverent awe, the pride of race which fill him as he looks at these massive timbers, and the white deck where died a man? The simple words express it all, sum up the greatness of the place, and suffice for the thought that fills the mind to overflowing: "Here Nelson Died."

Even the lance corporal of Marines had nothing to say. In treating two cases of cancer Dr. Jacobs, of Brussels, has obtained specimens of the micrococci neoformans, the bacillus which Dr. Doyen of Paris, states is the cause of the disease.

HONGKONG SHARE MARKET.

In their weekly share report, dated 31st March, Messrs Benjamin, Kelly and Potts state:—

During the past week, a fair general business has been put through, principally in connection with settlements which have passed off satisfactorily, and with the exception of an improvement in Hongkong Banks, Farnham-Boyd, Hongkong Wharves and Langkat rates have remained much the same as last reported.

Banks.—Hongkong and Shanghai Banks, after sales at \$755, have advanced to \$760, and are in demand at the rate. The London quotation has risen to £73. Nationals continue in request at \$58.

Marine Insurance.—Cantoners are without business, and remain unimpacted at \$283. China Traders may be obtained at \$58 and North China are offering at \$15. 95. Unions have been done at \$700. Yang, (sugar) are quiet at \$180. The Directors will recommend at the forthcoming General Meeting the payment to shareholders of a dividend at the rate of \$12 per share and a special dividend of \$3 per share, on account of 1903, and the transfer to Reserve Fund of the sum of \$50,000.

Fire Insurance.—Shares are in the market at \$85 for China Fire and \$310 for Hongkong Fire.

Shipping.—Hongkong, Canton and Macao Steamboats are to be had at \$264. Indochina weakened on account of the settlement and were disposed of at \$121, but towards the close the market is a shade firmer and shares are required for at this rate. Douglas Steamships can be placed at \$34. China and Manila have found buyers at \$21, ex the dividend of \$1 paid on the 27th instant. Star Fisheries (old issue) are wanted at \$37. Shell Transport have been dealt in at \$1.

Refineries.—China Sugars have been in good demand and sales have been effected at varying rates between \$231 and \$224 closing with enquiries at \$223. Laxons have changed hands at \$204.

Mining.—Chinese Engineering are reported sold in Shanghai at \$12. 7.50. Raubs are obtainable at \$4.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have changed hands at \$265. Farnhams have improved and are required for at \$15. Hongkong and Kwloon Wharves remain firm at \$107. Hongkong Wharves have jumped to \$15. 170 (old) and \$15. 167 (new). The final dividend of \$15. 6 on old shares and \$15. 3 on new shares having been paid in Shanghai, we make the closing quotation \$15. 165 for old and new shares alike.

Land, Hotels and Buildings.—Hongkong Lands are asked for at \$128. Shanghai Lands are still offering at \$115. Hongkong Hotels are steady at \$140, ex the final dividend of \$5 paid yesterday. Astor House Hotels (Shanghai) have been placed at \$32 and \$31, at which latter rate more shares are procurable. Honphro's Estate continues in demand at \$12.

Cotton Mills.—Ewas have reacted to \$15. 32 and have been sold at the rate. Hongkong Cottons are wanted at \$16. There are buyers of Internationals at \$12. 28. Cigar Factories.—Further sales are reported of Sumatras at \$15. 66.

Miscellaneous.—Green Island Cements have been broken at \$26 for the old and \$16 for the new shares. Dairy Farms have hardened and are required for at \$13. The electric have buyers at \$103 and \$10 for the old and new shares respectively. Steam Waterworks have changed hands at \$183. Campbell Motors are quoted at \$36, ex the dividend of \$3 payable to-morrow. Hongkong Ropes will pay a dividend of \$10. Shapes are obtainable at \$153. Langkats have had a considerable rise during the week and close with buyers at \$15. 264.

Dr. Jacobs are being made by Dr. Tommasini, an Italian physician, says the Naples Medico, with the X-rays or medicines intended to be absorbed into the human body.

Five thousand acres of land in the colony of Lagos, West Africa, have been granted by the native chiefs of Ibadan to the British Cotton-growing Association.

The Zar has acquired the collection of works (now on exhibition in St. Petersburg) of the late M. Verestchagin, the Russian painter, who lost his life in the sinking of Admiral Makharoff's flagship.

To-day's Advertisements

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship GREGORY APCAR, Captain J. G. OLFERT, will be despatched for the above Ports on WEDNESDAY, the 5th April, at 3 p.m.

For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents. Hongkong, April 1, 1905. 663

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Co.'s Steamship Parnes, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. Saturday, the 1st April, will be landed at Consignees' risk and expense into Godowns at River Front.

No Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents. Hongkong, April 1, 1905. 697

To-day's Advertisements

THE DAIRY FARM CO., LD.

THE following REDUCED PRICES will take effect from 1st April, 1905: Customers are requested to alter their Price Lists and Pass Books accordingly.

FROZEN MUTTON—

Leg 30 cts. per lb.
Rib Chops 26 " "
Fore Quarters 22 " "
Whole or Half Carcass 26 " "

FROZEN LAMB—

Leg or Hind Quarter 34 " "
Loin Chops 35 " "
Rib Chops 32 " "
Fore Quarters 28 " "
Whole or Half Carcass 30 " "

Hongkong, April 1, 1905. 698

FOR CANTON.

THE new and fast Twin-Screw Steamer SAN CHUNG, 561 Tons, Captain J. McGarry, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, Electric Lights, and perfect dining. Wharf at Hongkong near Harbour Office. First-class Fare, \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMSHIP CO., LD.

No. 138, Connaught Road Central, Hongkong, April 1, 1905. 700

THE HONGKONG RIFLE ASSOCIATION.

MEMBERS holding SPOON ORDERS are requested to present them to Messrs WAN'S HING'S on or before 15th April next, as the Association is winding up.

MOVBRA'S S. NORTHCOTE, Hon. Secretary. Hongkong, April 1, 1905. 701

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY. Notice of Receiving Order and First Meeting of Creditors.

No. 21 of 1905. Re LI LAY of No. 126, Connaught Road Central, Victoria, in the Colony of Hongkong, Trader.

Receiving Order dated the 30th day of March, 1905. Petition dated the 24th day of March, 1905.

FRIDAY, the 7th day of April, 1905, at 12 o'clock at noon, precisely, has been fixed for the First General Meeting of Creditors in the above matter, to be held at the Official Receiver's Office, Land Office, Queen's Road Central, Victoria aforesaid.

No Creditor can vote unless he previously proves his debt. Forms of Proof and proxy can be obtained at the Official Receiver's Office during Office hours. At the First General Meeting, the Creditors will be asked to consider whether the Debtor shall be adjudged Bankrupt or whether they, the Creditors, will entertain a proposal for a Composition or Scheme of Arrangement.

THREE CONCERTS ONLY.

MONDAY, 3RD APRIL.

Notice of Second General Meeting of Creditors.

No. 11 of 1905. Re HAJI YACOB, of No. 5, Sun Wai Lane, Victoria aforesaid, Clerk.

THE Second General Meeting of the Creditors in the above matter will be held at the Official Receiver's Office, Land Office, Queen's Road Central, on Wednesday, the 12th day of April, 1905, at 12 o'clock at noon, precisely, for the purpose of deciding whether the Resolution of the 17th day of March, 1905, accepting the debtor's proposal for a composition shall be confirmed.

Notice of Public Examination.

No. 17 of 1905. Re JAMES CHRISTIE, lately trading as Hotel Proprietor at The METROPOLE HOTEL, Shaikwan Road, in the Colony of Hongkong.

NOTICE is hereby given that Thursday, the 6th day of April, 1905, at 11 o'clock in the forenoon, has been fixed for the Public Examination of the above-named Debtor at the Supreme Court.

Notice of Adjudication and Appointments of Trustee.

No. 10 of 1905. Re The WING YEE firm, lately trading at No. 44, Wing On Street, Victoria, in the Colony of Hongkong, as Dealers in Old Iron.

THE above-named WING YEE firm, were adjudged Bankrupt on the 30th day of March, 1905, and the Official Receiver, Mr. GEORGE HERBERT WAKEMAN, was appointed Trustee of the Estate of the Bankrupt.

No. 14 of 1905. Re WONG CHUN alias WONG YU-MAN and the WING LUNG firm, lately trading at No. 155, Wing Lok Street, Victoria aforesaid, as Rice Dealers.

THE above-named WONG CHUN alias WONG YU-MAN and the WING LUNG firm were adjudged Bankrupt on the 30th day of March, 1905, and the Official Receiver, Mr. GEORGE HERBERT WAKEMAN, was appointed Trustee of the Estate of the Bankrupt.

Dated this 31st day of March, 1905. G. H. WAKEMAN, Official Receiver & Trustee.

CHINESE SCHOOL BOOK

II.—Yi's Te Man. Translated into English by Dr. E. J. EITH. Price, 40 Cents.

CHINA MARK Office 5 Wyndham Street.

To-day's Advertisements

TO LADIES!

Ask for and insist on getting

SILVER DISH

Hams, Bacon, Cheese

AND

Tinned Provisions.

To be obtained from all respectable dealers in Hongkong.

GEO. & JNO. NICKSON & Co., Ltd., LIVERPOOL, ENGLAND.

Hongkong, January 3, 1904. 20-6

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. CHARLES STEWART SHARP in our Firm Ceased on the 31st March last.

GIBB, LIVINGSTON & CO. Hongkong, April 1, 1905. 699

Entertainments.

METROPOLE THEATRE (METROPOLE HOTEL).

TO-NIGHT (SATURDAY), April 1.

GRAND BOXING CONTEST

MAIN EVENT OF TWENTY ROUNDS

C. ROBERTS (Welter-weight Champion of the Colony), and

JACK DOUGLAS, TEN ROUNDS CONTEST, between

FRITZ (Royal Engineers) and KEMP (Royal West Kents).

PRELIMINARIES.

PRICES OF ADMISSION: \$5; \$3 and \$2.

Doors Open at 8: Commence at 9 P.M. Tickets can be secured at WARD'S NEWMAN'S GRILL ROOMS or the METROPOLE HOTEL.

Hongkong, April 1, 1905. 672

UNDER the Patronage of H.E. The GOVERNOR.

CITY HALL.

IMPORTANT NOTICE.

Mr. EDWARD BRANSCOMBE'S

WESTMINSTER

GLEE AND CONCERT PARTY

FROM LONDON.

THREE CONCERTS ONLY.

MONDAY, 3RD APRIL.

TUESDAY, 4TH APRIL.

AND WEDNESDAY, 5TH APRIL.

A UNIQUE PROGRAMME OF GLEES, MADRIGALS, CATCHES, NATIONAL BALLADS, OF ENGLAND, IRELAND, SCOTLAND AND WALES.

HUMOROUS MUSICAL SKETCHES.

FOUR BOY SOLO SOPRANOS. LONDON CATHEDRAL CHORISTERS.

Box Office Robinson Piano Co. Prices \$3, 2 & 1. Concert 8-11 P.M. Hongkong, March 24, 1905. 547

THEATRE ROYAL.

CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

ONE SUMMER'S DAY.

A COMEDY IN 3 ACTS.

By H. E. ESMOND.

Will be Produced

FRIDAY, 7TH APRIL, 1905

SATURDAY, 8TH " "

MONDAY, 10TH " "

PRICES: ... \$3, 2 and \$1.

Sailors and Soldiers in Uniform Half Price to Pit Stalls and Pit.

Booking Office at ROBINSON PIANO CO. Open on and after MONDAY, 3rd April, from 9 A.M. to 4.30 P.M. each day.

ARTHUR CHAPMAN, Business Manager.

Hongkong, March 25, 1905. 634

THE WINE GROWERS SUPPLY CO.

DIRECT IMPORTERS OF WINE, BEER AND SPIRITS

Shipping.

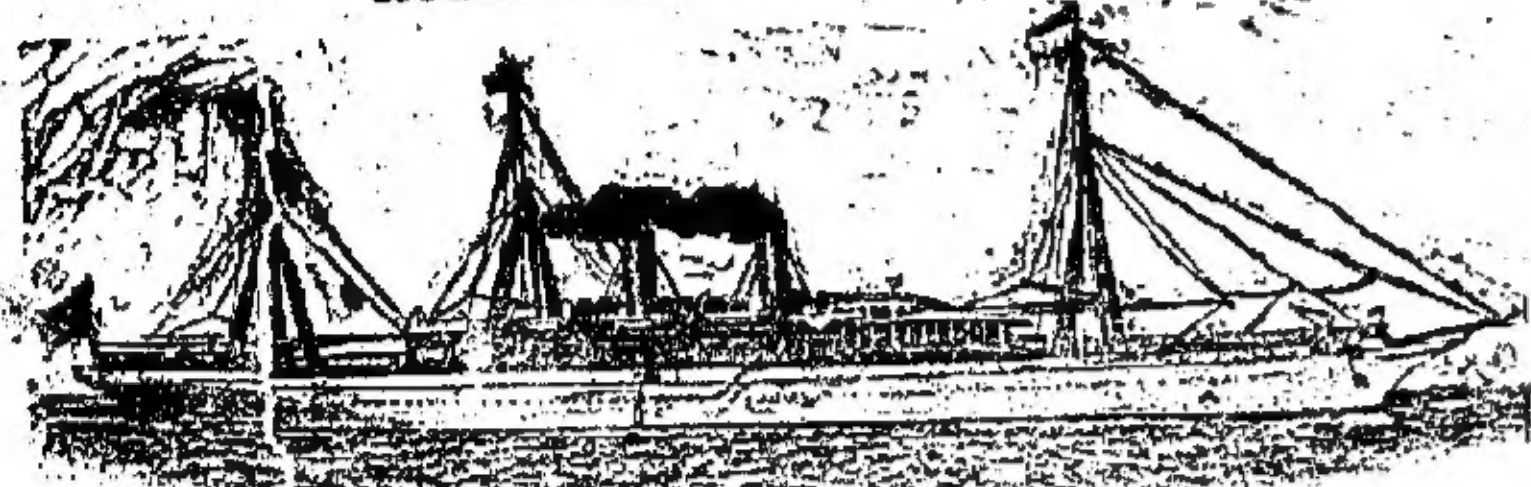
PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

| STEAMERS | TO SAIL ON | REMARKS |
|--|-------------------|----------------------------|
| YAMAHA, via SHAI, MOJI and KOBE (Passing through the INLAND SEA). | About 2nd April. | Freight only. |
| SHANGHAI. | About 7th April. | Freight and Passage. |
| LONDON, &c. | 8th April. | See Special Advertisement. |
| LONDON & ANTWERP, via STORE, PANG, CUBO, PORT SAID AND MARSEILLES. | About 12th April. | Freight and Passage. |

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. Saving 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

| STEAMERS | TO SAIL ON | REMARKS |
|-------------------------|-------------------|----------------------|
| R.M.S. EMPRESS OF INDIA | 9th April, 1905. | Wednesday, April 19. |
| R.M.S. TARTAR | 12th April, 1905. | Wednesday, April 26. |
| R.M.S. EMPRESS OF JAPAN | 15th April, 1905. | Wednesday, May 10. |
| R.M.S. ATHLETIC | 18th April, 1905. | Wednesday, May 24. |
| R.M.S. EMPRESS OF CHINA | 21st April, 1905. | Wednesday, May 31. |

Hongkong to London, 1st Class, via St. Lawrence 200, via New York 240, via Panama 240, via Cape Horn 240.

THE RAILROAD "EMPIRE" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR and ATHLETIC carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal ports and AROUND THE WORLD. SPECIAL RATE (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Booklets, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Hongkong, March 29, 1905.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR PORTLAND, OREGON, OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

| STEAMSHIP | TONS | CAPTAIN | TO SAIL AT DAYLIGHT ON |
|-----------|------|---------|------------------------|
| NICOMEDIA | 4370 | WAGNER | April 11, 1905. |
| NUMANTIA | 4370 | REYHER | April 20, 1905. |
| ARABIA | 4463 | DAHL | May 11, 1905. |
| ARAGONIA | 5108 | SHULTZ | May 30, 1905. |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY. Hongkong, March 28, 1905.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA. PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS | LEAVING |
|--|-------------------------------|
| TAMUI, via SWATOW AND AMOY. | SUNDAY, 2nd April, at 8 a.m. |
| SHANGHAI, via SWATOW, AMOY AND FUHOCHOW. | TUESDAY, April 4, at 8 a.m. |
| TAKAO, via SWATOW, AMOY AND ANPING. | WEDNESDAY, April 5, at 8 a.m. |
| TAMUI, via SWATOW AND AMOY. | SUNDAY, 9th April, at 8 a.m. |

On account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 6, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, March 30, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO. PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons | Captains | To SAIL |
|----------|------|----------------|-----------------|
| SHAWMUT | 9606 | E. V. Roberts | About April 12. |
| TREMONT | 9606 | T. W. Garlick | About April 21. |
| LYRA | 4417 | G. V. Williams | About May 15. |

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila, S.S. TREMONT, 9606 tons, Capt. T. W. Garlick, About 12th April. S.S. LYRA, 4417 tons, Capt. G. V. Williams, About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw a.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried to cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited, GENERAL AGENTS. QUEEN'S BUILDINGS, Hongkong, March 11, 1905.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL. TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

| FROM | STEAMERS | TO SAIL |
|-----------------------|-----------|-------------|
| GLASGOW AND LIVERPOOL | JASON | 2nd April. |
| GLASGOW AND LIVERPOOL | LARSEN | 8th April. |
| GLASGOW AND LIVERPOOL | DANDANUS | 15th April. |
| GLASGOW AND LIVERPOOL | CHIRRO | 16th April. |
| GLASGOW AND LIVERPOOL | TRIVARUS | 17th April. |
| GLASGOW AND LIVERPOOL | DIOMED | 21st April. |
| GLASGOW AND LIVERPOOL | CALHOUN | 29th April. |
| GLASGOW AND LIVERPOOL | DEUCALION | 6th May. |

| FOR | STEAMERS | TO SAIL |
|---------------------------------|----------|-------------|
| AMSTERDAM, LONDON & ANTWERP | MACRAON | 11th April. |
| * GENOA, MARSEILLES & LIVERPOOL | ARCADUS | 20th April. |
| AMSTERDAM, LONDON & ANTWERP | KASOW | 26th April. |
| AMSTERDAM, LONDON & ANTWERP | JASON | 30th April. |
| * GENOA, MARSEILLES & LIVERPOOL | LARSEN | 8th May. |
| AMSTERDAM, LONDON & ANTWERP | TRIVARUS | 23rd May. |

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE. TO SAIL. VICTORIA, SEATTLE, TACOMA, &c. via PACIFIC COAST PORTS, via TELMAGHES. 50th April. (SAGASAKI, KOBE & YOKOHAMA) For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, March 31, 1905.

CHINA NAVIGATION CO., LD.

| FOR | STEAMERS | TO SAIL |
|--|----------|-------------|
| NEWCHANG & TIENTSIN | CHIEH | 4th April. |
| NINGPO & SHANGHAI | LIAN | 11th April. |
| MANILA | TEAN | 18th April. |
| KOBE | TATUNG | 25th April. |
| MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE | CHINOTU | 8th April. |
| AMUOY, MANILA, CEBU & ILOILO | HAIFONG | 10th April. |

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. (Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.) N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Hongkong, March 31, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon Ambulances.—Electric Light—Perfect Cuisine—Sergeant and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamships | Tons | Captains | For | Sailing Dates |
|------------|------|--------------|---------------|----------------------|
| RUBI | 2540 | A. H. Netley | Manila Direct | April 8, at 10 a.m. |
| ZAFIRO | 2540 | R. Rodger | | April 15, at 10 a.m. |

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers. Hongkong, March 27, 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL. THE following Chartered Steamers will run at Intervals of about 3 Weeks—

| STEAMERS | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|--------|----------------------|----------------------|--------------------|
| TJIPANAS | JAPAN. | First half April. | JAVA PORTS. | First half April. |
| TJILATJAP | JAVA. | First half April. | JAPAN, via SHANGHAI. | First half April. |
| TJIMAH | JAVA. | Second half April. | JAPAN, via SHANGHAI. | Second half April. |

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India on through B/L. For particulars of Freight and Passage, apply to the HEAD AGENT, Java-China-Japan Lijn, ALEXANDRA BUILDINGS. TELEPHONE No. 376. Hongkong, March 20, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

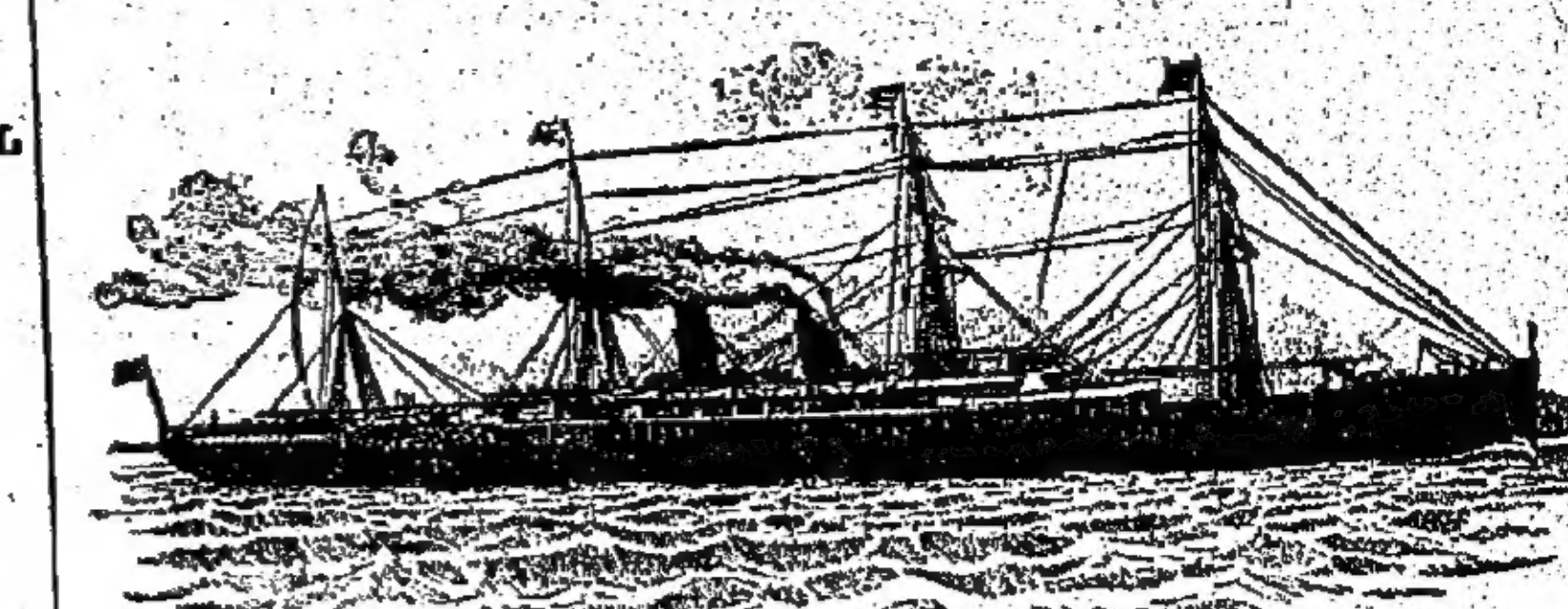
| STEAMERS | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|--------|----------------------|----------------------|--------------------|
| TJIPANAS | JAPAN. | First half April. | JAVA PORTS. | First half April. |
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U.S. MAIL LINES. VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm Southern Route across the PACIFIC, via HONOLULU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG. COPTIC 4,958 Gross Tons. TUESDAY, 4th April, at Noon. SIBERIA 11,284 " SATURDAY, 15th April, at Noon. MONGOLIA 13,634 " TUESDAY, 25th April, at Noon. CHINA 5,060 " SATURDAY, 6th May, at Noon. MANCHURIA 13,634 " TUESDAY, 16th May, at Noon. DORIC 4,784 " SATURDAY, 27th May, at Noon. KOREA 11,276 " FRIDAY, 8th June, at Noon.

Record Trip Yokohama to San Francisco made by a.s. KOREA, 11,276 tons, Oct. 18th-23rd, 1902, 10 days, 15 hours.

THE P.M. Steamship COPTIC will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA, and HONOLULU on TUESDAY, the 4th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent. Hongkong, March 24, 1905.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON. THE Company's Steamship PURNA, Captain J. B. Pearson, will be despatched as above on TUESDAY, the 4th April, at Daylight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents. Hongkong, March 28, 1905.

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS. STRAM FOR SAIGON, SINGAPORE, D. TAYLOR, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship TOURANE, Captain GIBB, will be despatched for Marseilles on TUESDAY, the 4th April, 1905, at 1 p.m. Passage Tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe.

Next Sailing will be as follows: S.S. TOURANE, April 18, 1905. S.S. ARMAND BERTRAND, May 2, 1905. S.S. AUSTRALIAN, May 11, 1905.

G. DE CHAMPEAUX, Agent. Hongkong, March 24, 1905.

THE Steamship SCHUYLKILL.

Captain NICHOLAS, is due here on 5th April, and will be despatched on 7th April. To be followed by the S.S. HUBSON, Captain BENNETT, on the 26th April.

For Freight, etc., Apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, 4 Des Vaux Road Central. Hongkong, April 1, 1905.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TACOMA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship AUSTRALIAN, Captain McARTHUR, will be despatched for the above Ports on SATURDAY, the 5th April, at Noon.

This Australian Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A duly qualified Surgeon and Stewardsess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, March 16, 1905.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR FUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, YEMEN and AFRICAN PORTS.)

THE Company's Steamship TRIESTE, Captain MURPHY, will be despatched as above on MONDAY, the 1st of May.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDER, WHEELER & Co., Agents. Prince's Building. Hongkong, March 31, 1905.

Not Responsible for Debts.

NEITHER the Captain, the Agents, nor Owners, will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels during their stay in Hongkong Harbour—

S. P. HENDERSON, American Steamship, Captain E. V. Gates—Standard Oil Co.

Shipping.

REGULAR STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST. PROPOSED SAILINGS FROM HONGKONG. STRANERS. To SAIL. 1905. LOWTHER CASTLE. About April 18.

For Freight and further information, Apply to DODWELL & CO., LTD. Agents. Hongkong, March 16, 1905.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER PERA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—From London, &c. ex a.s. Arabia. Optional Goods will be landed here unless instructions are given to the contrary before 3 p.m. To-day. Goods not cleared by the 5th April, at 4 p.m., will be subject to sale. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent. Hongkong, March 29, 1905.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES. THE STEAMSHIP ATHOL.

FROM GLASGOW AND LIVERPOOL. CONSIGNEES of Cargo are hereby informed that all Goods are landed at their risk in the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, where and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd April, will be subject to sale. All Claims against the Steamer must be presented to the Underwriter on or before the 6th April, or they will not be recognised. All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 3rd April, at 3 p.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents. Hongkong, March 27, 1905.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE. CONSIGNEES of CARGO per Steamship COPTIC.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding dispatch, and undelivered by TUESDAY, the 28th instant, at 4 p.m., will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected.

E. W. TILDEN, Agent. Hongkong, March 27, 1905.

WEEKLY NEWS FOR HOME.

The Overland China Mail.

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS.

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